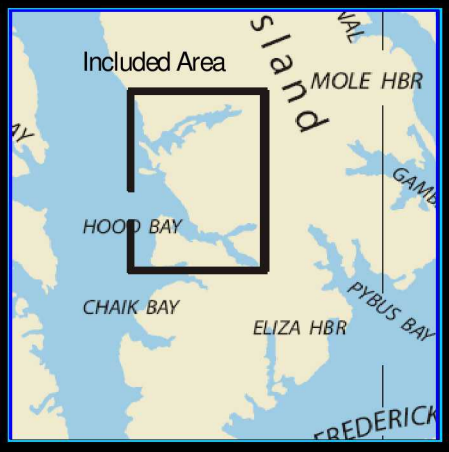
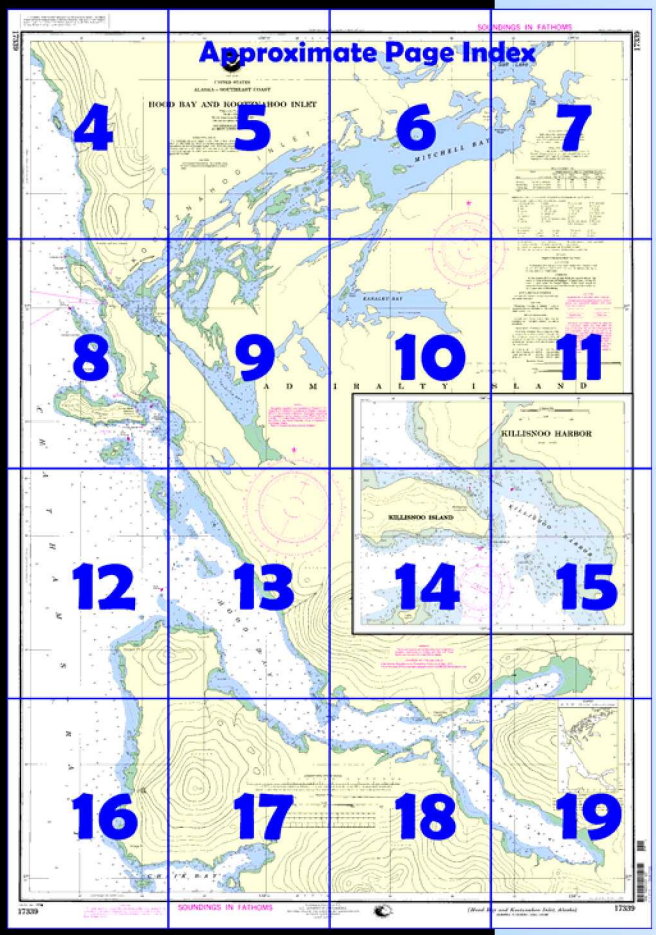
BookletChart™

Hood Bay and Kootznahoo Inlet

(NOAA Chart 17339)





A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

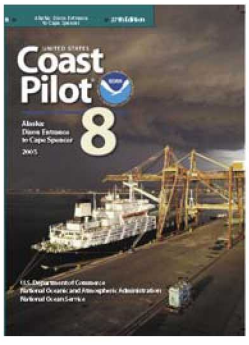
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 8, Chapter 10 excerpts]

(2) **Chatham Strait** is the most extensive of the inland passages of southeastern Alaska. It is about 18 miles wide at its entrance between Cape Ommaney and Coronation Island and about 13.5 miles between the cape and the W shore of Kuiu Island, with a length of 138 miles from Coronation Island N to Rocky Island. The main strait is clear, open, and deep throughout, but some of the bays and bights are foul. In the winter, ice forms in many of the bays and inlets, particularly those into which large freshwater streams empty and which have narrow entrances. The W shore as far as Point Augusta is high, bluff, and rugged, and free from hidden dangers in the way of navigation from point to point, except in the vicinity of the E entrance to Peril Strait. The water is shoaler on the E side, and the reefs extend out farther, but in most cases they are in the bights and bays, and in no case do they extend beyond a line drawn 0.5 mile off from point to point, except a ledge about 1 mile offshore at Point Crowley.

(179) **Distant Point**, about 23 miles N of Point Gardner, is the S point at the entrance to Hood Bay.

(180) **Hood Bay** has its entrance on the E side of Chatham Strait, between Distant Point and Killisnoo Island. **North Arm** has a flat 0.5 mile wide at its head. **South Arm** is free from midchannel dangers inside its entrance.

(181) A rock with 2 fathoms over it and 1.2 miles NE of Distant Point is marked by a lighted buoy. A buoy marks a rock with 2½ fathoms over it 1.4 miles NW of **House Point**.

(182) **Cabin Point**, about 3.5 miles SE of the entrance buoys, extends 0.4 mile from the NE shore of the bay.

(186) **Killisnoo Harbor** is on the E side of Chatham Strait, 27.5 miles N of Point Gardner, and on the N side of the entrance to Hood Bay.

(187) **Killisnoo Harbor Light** 7 (57°28'16"N., 134°34'08"W.), 16 feet (4.9 m) above the water, is shown from a small house on a skeleton structure with a green square daymark on a concrete pier on a rock off the NE point of Killisnoo Island.

(195) **Killisnoo Island** is wooded; **Point Samuel** is its W end. A ledge, well bare at low water, extends about 125 yards off the SE end of Killisnoo Island.

(196) **Table Island**, about 30 feet high, sandy, and grass covered, is about 0.5 mile S of Killisnoo Island.

(197) **Sand Island**, 1.1 miles SE of Table Island, is about 10 feet high and is the NW end of a chain of reefs 1.9 miles long parallel to the E shore of Hood Bay.

(198) **Lone Rock**, which bares, is 0.3 mile SE of the SE end of Killisnoo Island.

(199) **Kootznahoo Roads** is on the N side of Killisnoo Island and forms part of the N channel leading to Killisnoo Harbor.

(200) **Kenasnow Rocks** is an extensive ledge about 0.6 mile offshore SW of Angoon, and marked on the N side by a lighted buoy.

(201) **Angoon**, about 1.8 miles N of Killisnoo Island, is a village with a general store, a seasonal hotel, and bordered on its W and E sides by Chatham Strait and Kootznahoo Inlet, respectively.

(205) **Danger Point**, on the E shore of Chatham Strait, 30 miles N of Point Gardner and 2.5 miles N of Point Samuel, the W extremity of Killisnoo Island, forms the S point at the entrance to Kootznahoo Inlet. **Danger Point Light** (57°30'55"N., 134°36'25"W.), 30 feet (9.1 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on a concrete pier near the end of the reef that extends about 0.2 mile N from the point.

(206) **Kootznahoo Inlet** is an intricate group of narrow passages, lagoons, and bays on the E shore of Chatham Strait 2.8 miles NE of Killisnoo Island.

(207) The entrance is between Danger Point and **Kootznahoo Head**, and it extends SE to **Turn Point**, where it divides into three arms.

(208) From its entrance the inlet is free from obstructions until Village Rock is reached. **Village Rock**, marked by a light, is a large low-water ledge that extends toward Turn Point halfway across from the village of Angoon on the SW side.

(217) **Favorite Bay** has anchorage in 10 to 17 fathoms near the SW shore anywhere NW of a high bluff marking the end of the flat that extends 1 mile from its head. The bay is used as a fishing ground for herring.

(219) From E of Rose Rock, the N channel turns sharply NW along the NW side of the reef making out from **Channel Point**. Between this ledge and another extensive ledge on the N side of the channel the distance to Stillwater Anchorage is about 0.3 mile.

(220) **Stillwater Anchorage** is about 1.3 miles long from Turn Point NE to Pillsbury Point, and 300 to 600 yards wide, with general depths of 16 to 24 fathoms. W of Pillsbury Point a short arm makes NE about 0.5 mile.

Table of Selected Chart Notes

Corrected through NM Aug. 11/07
Corrected through LNM Jul. 31/07

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Polyconic Projection
Scale 1:30,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
Mt. Robert Barron, AK	KZZ-87	162.450 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Sitka, AK	WXJ-80	162.550 MHz

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 8 for important supplemental information.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.209" southward and 6.303" westward to agree with this chart.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS
(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

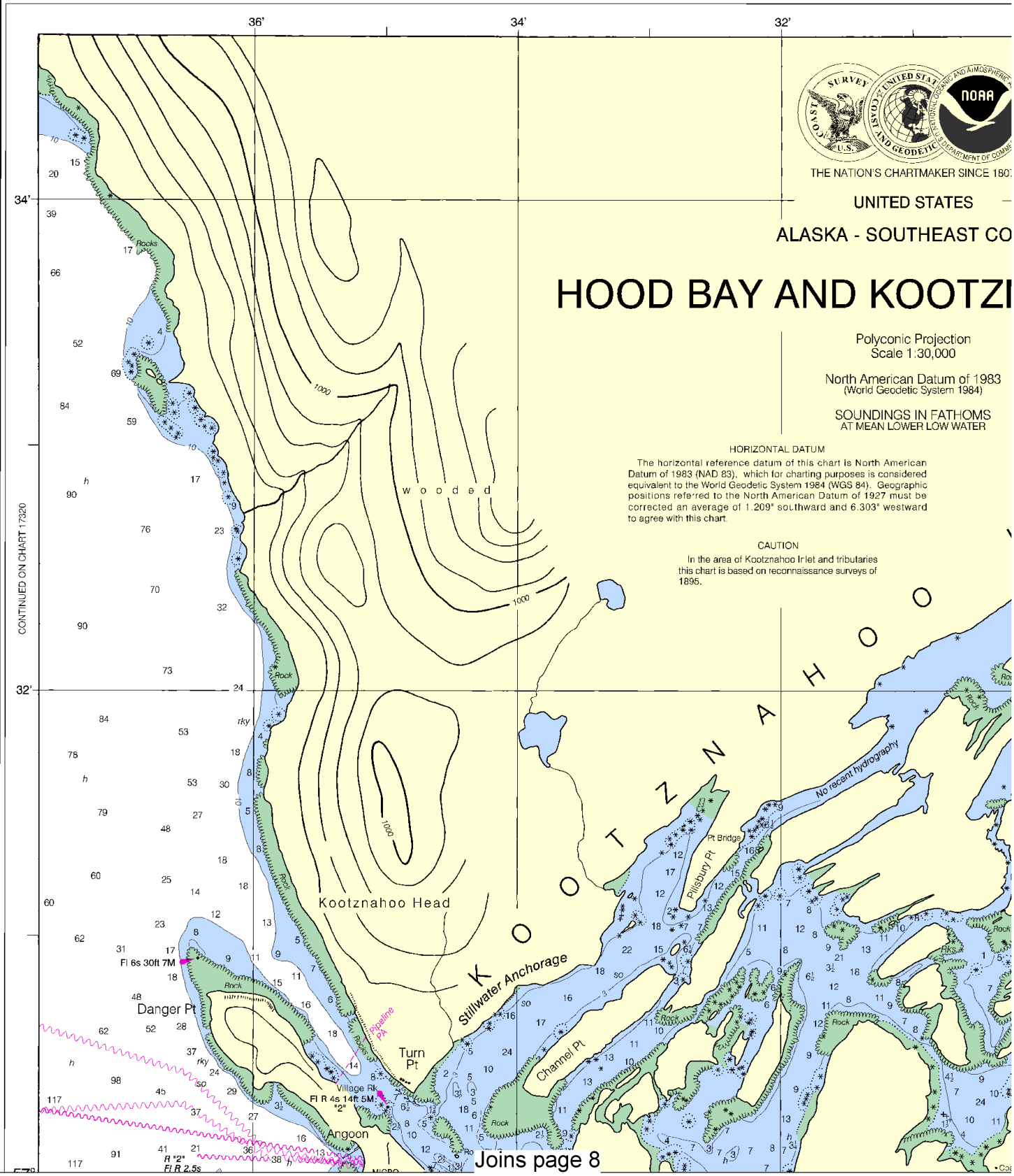
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Killisnoo	(57°28'N/134°34'W)	14.1	13.2	1.6
Favorite Bay	(57°29'N/134°33'W)	13.0	12.5	1.9
Mitchell Bay	(57°32'N/134°24'W)	11.0	10.2	1.0

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Aug 2007)

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

17339



4

North

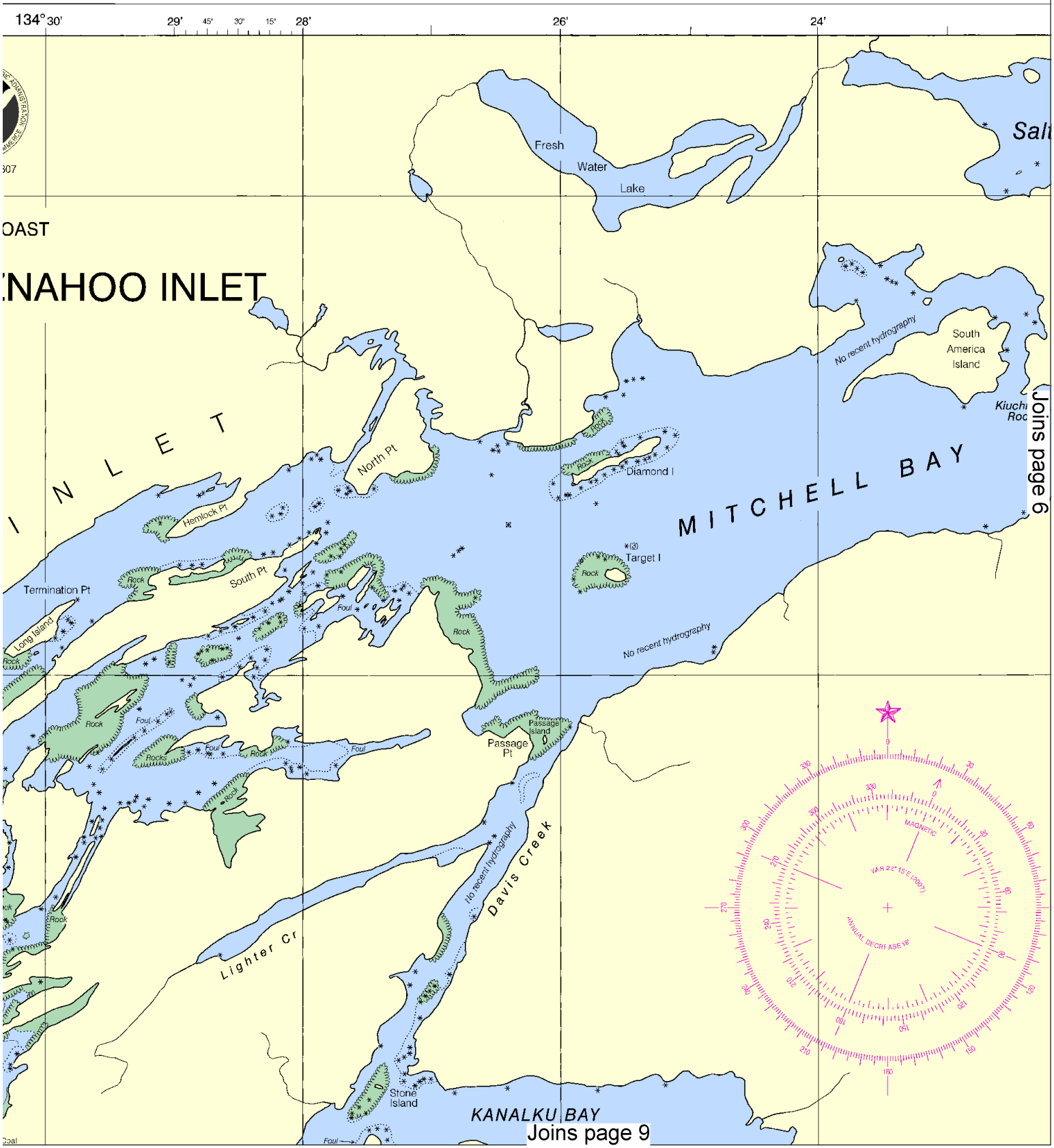
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.

Formerly C&GS 8247, 1st Ed., June 1910 V-1910-69 KAPP 2676



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:40000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8247, 1st Ed., June 1910 V-1910-89 KAPP 2676

32' 134°30' 29' 45' 30' 15' 28' 26'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

HOOD BAY AND KOOTZNAHOO INLET

Polyconic Projection
Scale 1:30,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

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CAUTION

In the area of Kootznahoo Inlet and tributaries this chart is based on reconnaissance surveys of 1895.

Joins page 5

KOOTZNAHOO INLET

Fresh Water

North Pt

Hemlock Pt

South Pt

Termination Pt

Long Island

Rock

Foul

No recent hydrography

Pt Bridge

Pillsbury Pt

Passage Island

Passage Pt

Davis Creek

Lighter Cr

Stone Island

KANALKU BAY

Coal

Joins page 10

North

Printed at reduced scale.

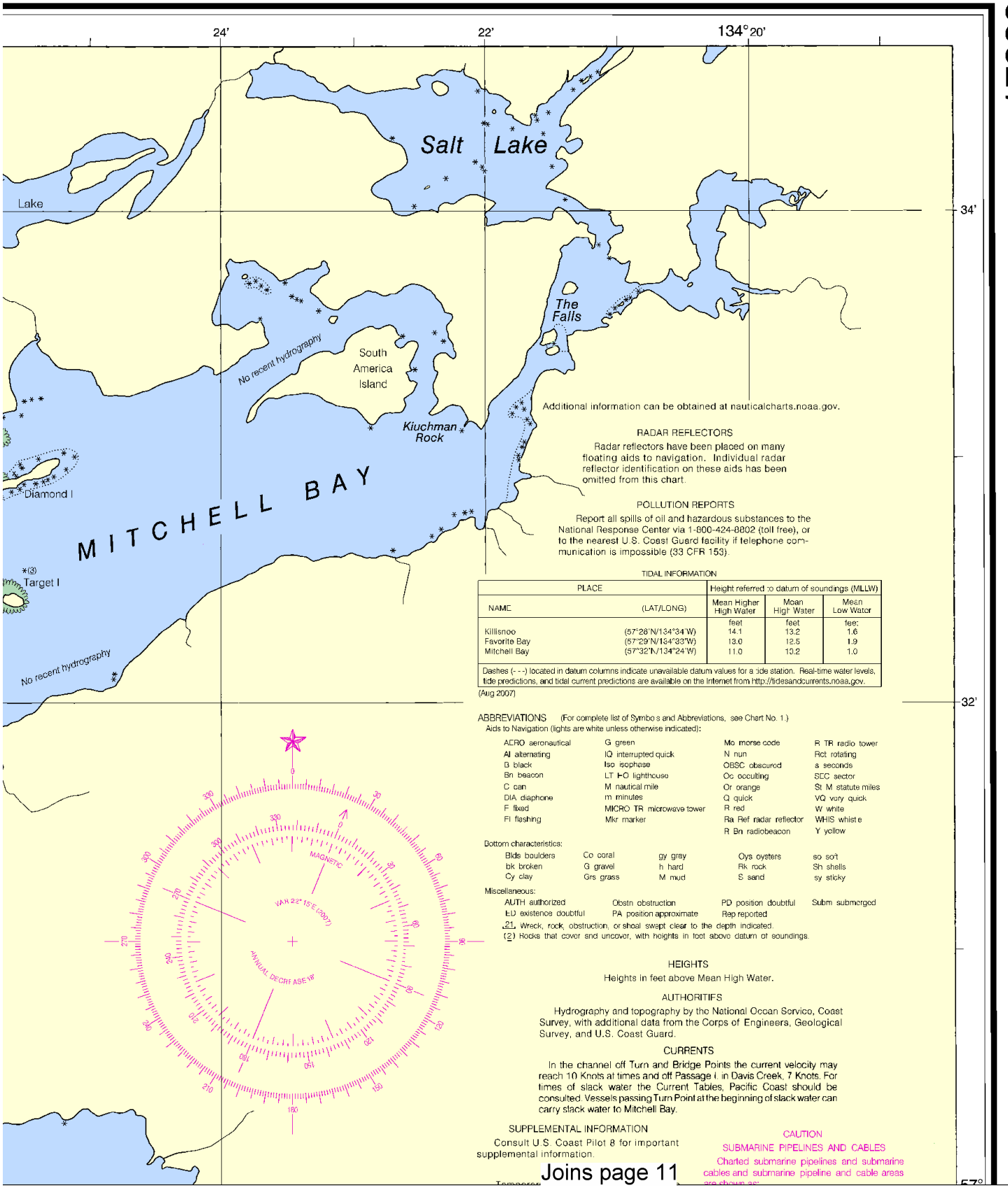
~~SCALE 1:30,000~~

Nautical Miles 1 0 1 2

Yards 1000 0 1000 2000 3000

See Note on page 5.

17339



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POLLUTION REPORTS

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TIDAL INFORMATION

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(Aug 2007)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

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AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rct rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CURRENTS

In the channel off Turn and Bridge Points the current velocity may reach 10 Knots at times and off Passage I. in Davis Creek, 7 Knots. For times of slack water the Current Tables, Pacific Coast should be consulted. Vessels passing Turn Point at the beginning of slack water can carry slack water to Mitchell Bay.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

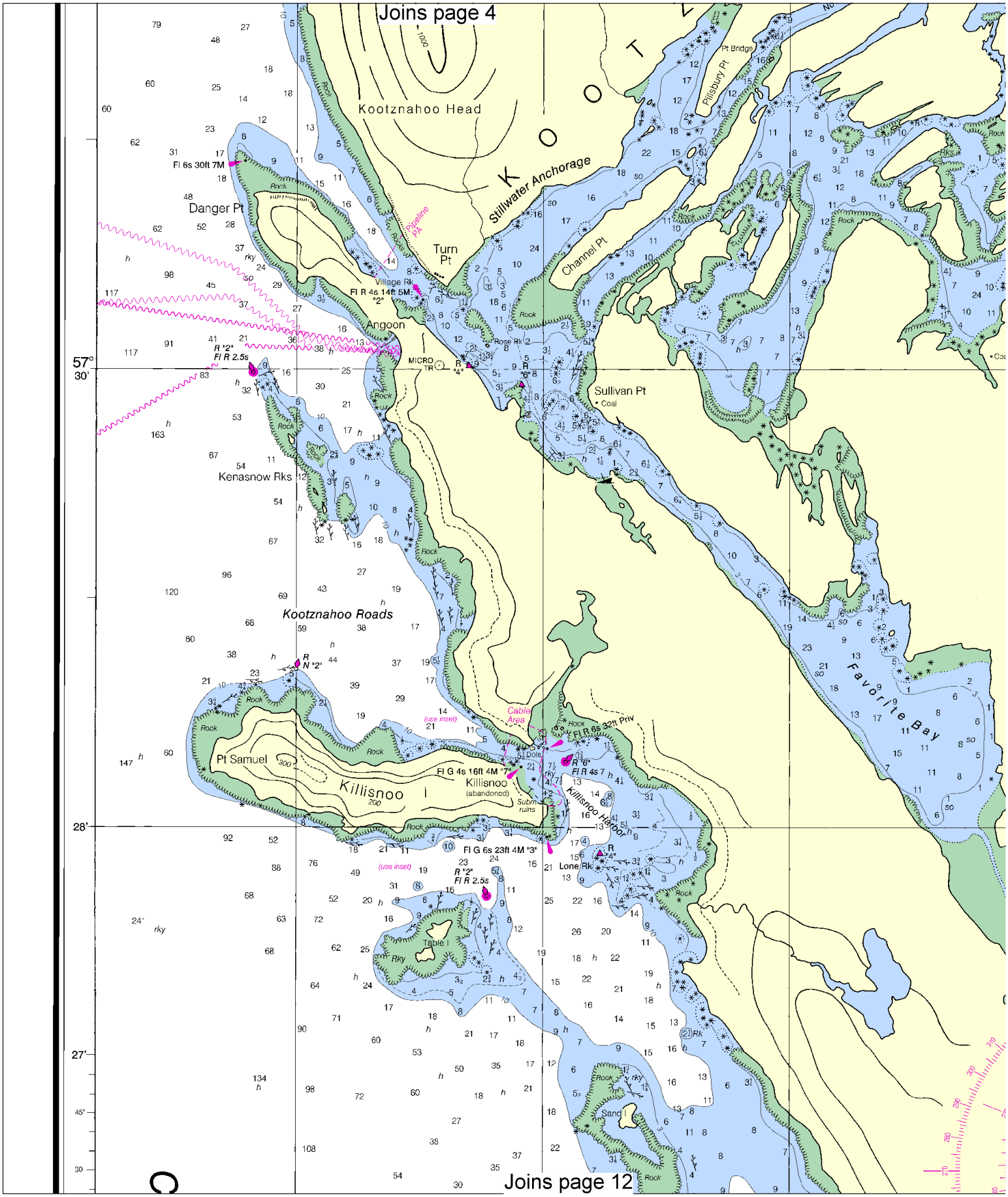
CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



8

North

Printed at reduced scale. ~~SCALE 1:30,000~~

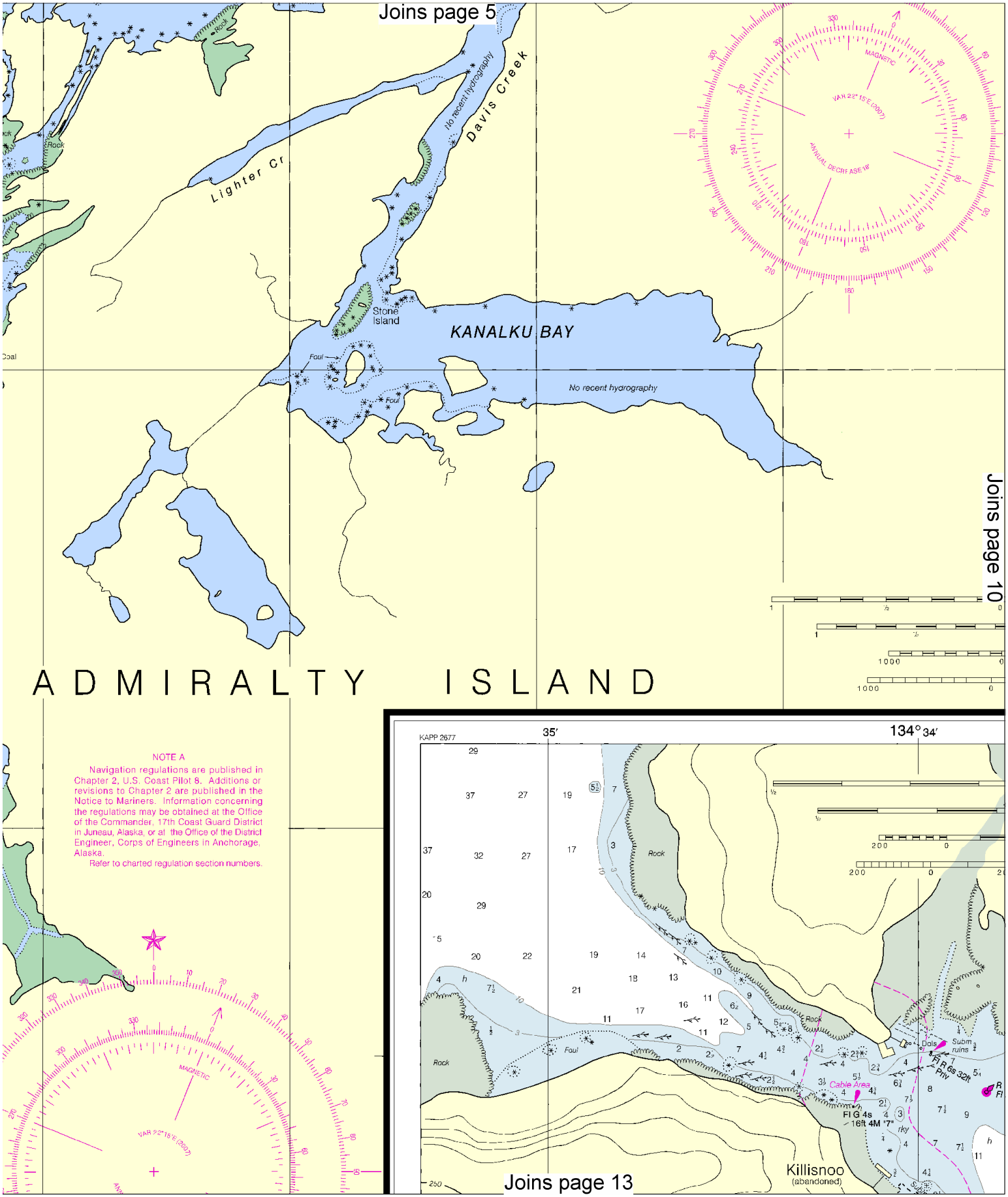
Nautical Miles

1 0 1 2

Yards

1000 0 1000 2000 3000

See Note on page 5.


Joins page 5
Rock
Lighter Cr
Davis Creek
No recent hydrography
Stone Island
KANALKU BAY
Foul
No recent hydrography
Joins page 10
ADMIRALTY ISLAND
NOTE A
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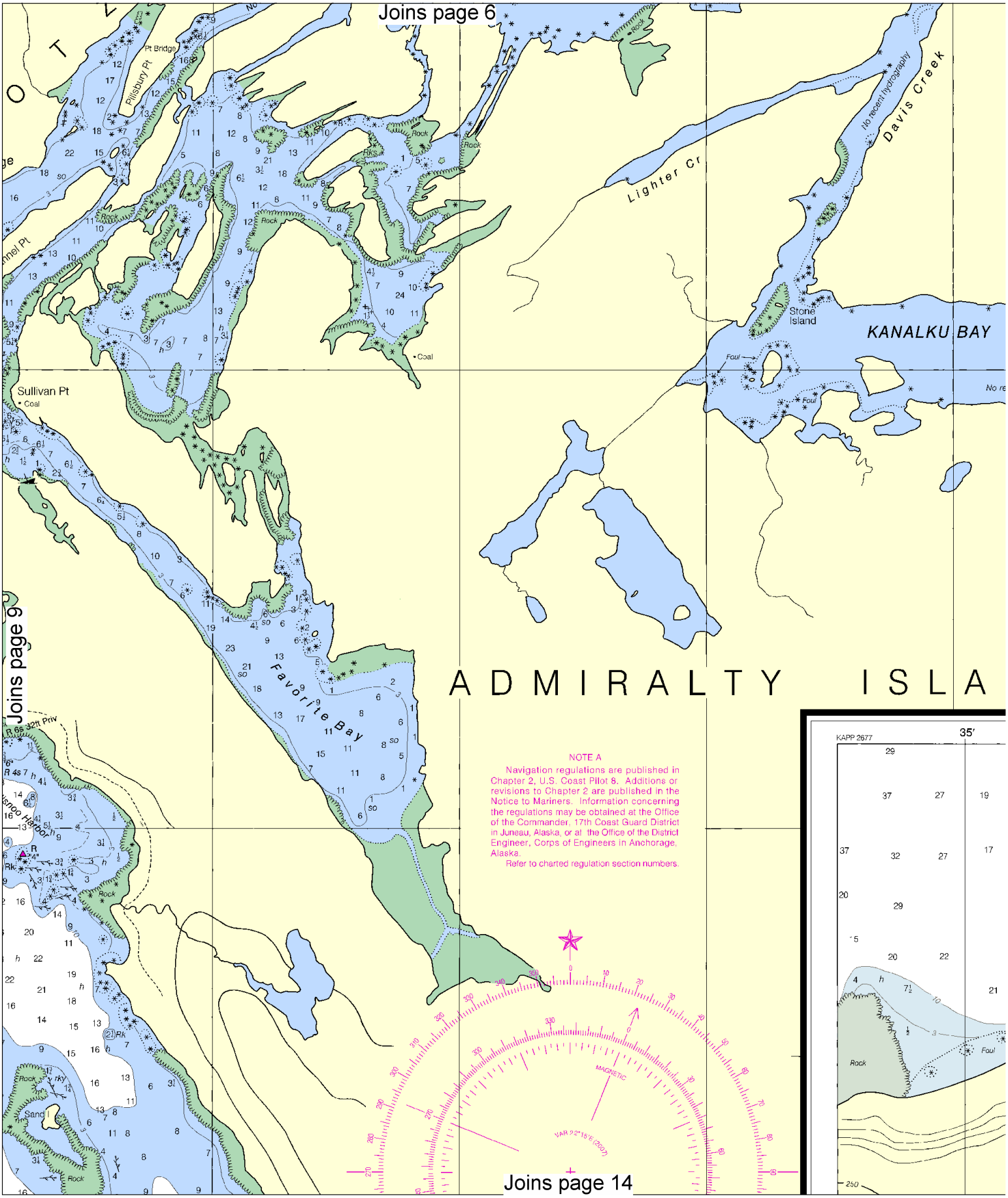
Refer to charted regulation section numbers.
KAPP 2677
35′
134° 34′
Rock
Foul
Dols
Subm ruins
Cable Area
FI G 4s
16ft 4M "7"
rky
Killisnoo
(abandoned)
Joins page 13



North

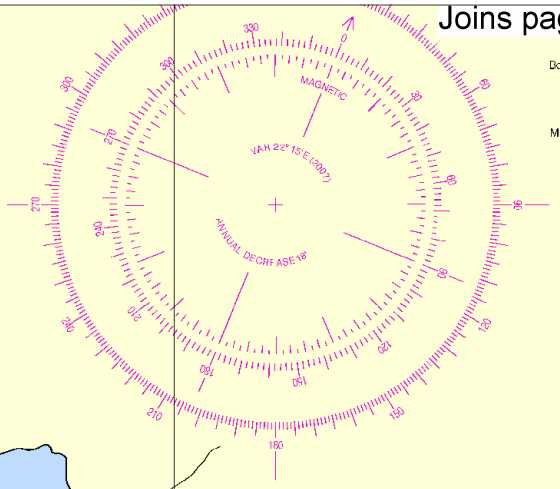
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles 1 0 1 2

Yards 1000 0 1000 2000 3000

See Note on page 5.

Joins page 7



MICRO TR microwave tower
Mkr marker
R red
Ra Ref radar reflector
R Bn radiobeacon
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

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Sitka, AK	WXJ-80	162.550 MHz

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Covered wells may be marked by lighted or unlighted buoys.

recent hydrography

57° 30′

SCALE 1:30,000

Nautical Miles 1 ½ 0 1 2

Statute Miles 1 ½ 0 1 2

Yards 1000 0 1000 2000 3000

Meters 1000 0 1000 2000 3000

N D

134° 34′ 33′

SCALE 1:10,000

Nautical Miles ½ 0 ½

Statute Miles ⅛ 0 ⅛

Yards 200 0 200 400 600 800 1000 1200

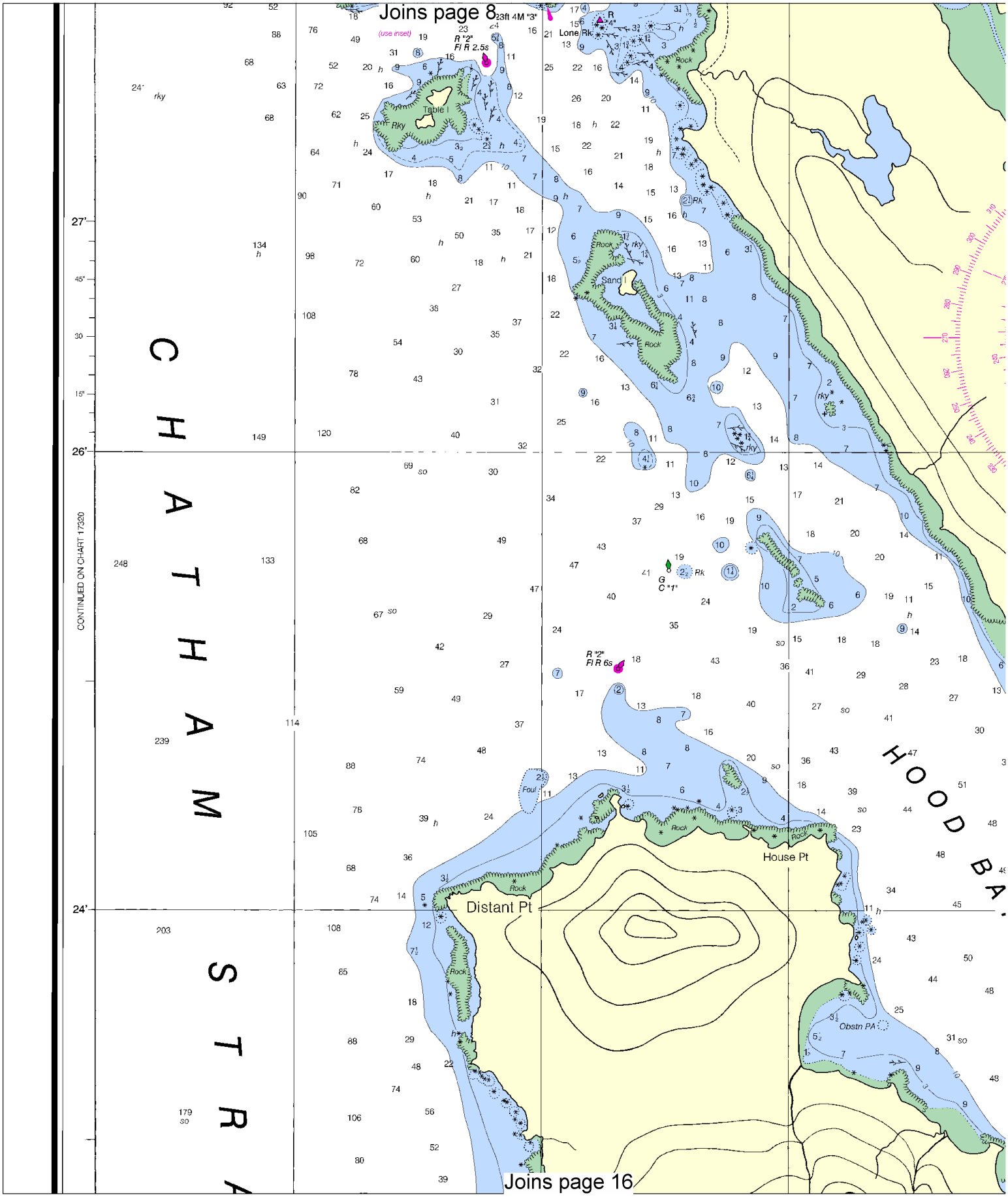
Meters 200 0 200 400 600 800 1000 1200

KILLISNOO HARBOR

40° 30′ 20′ 10′

Rock
Dols
Subm ruins
Fl R 6s 32ft Priv
R "6" Fl R 4s
Cable Area
Fl G 4s 16ft 4M "7"
rky
Killisnoo (abandoned)

Joins page 15



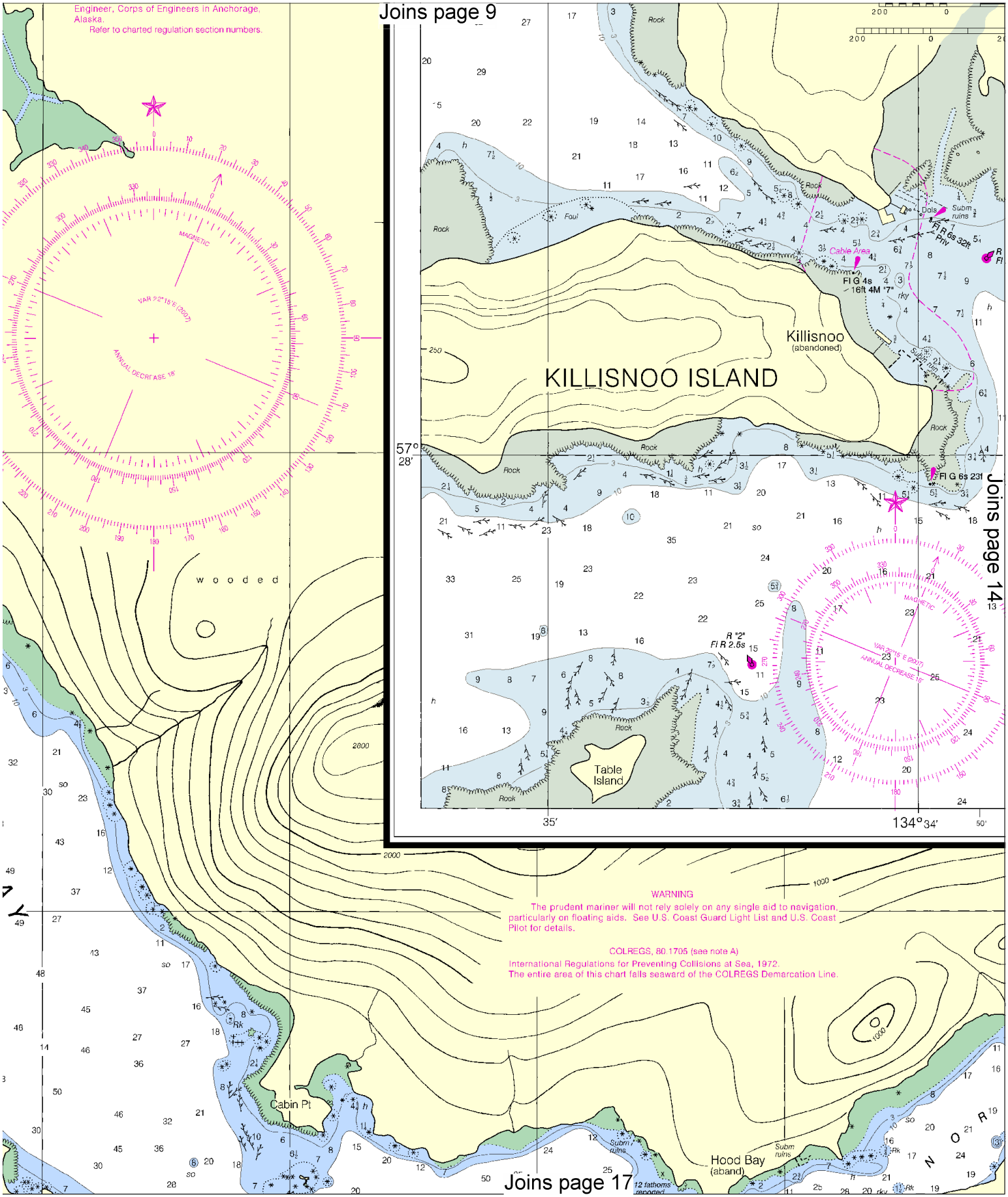
North

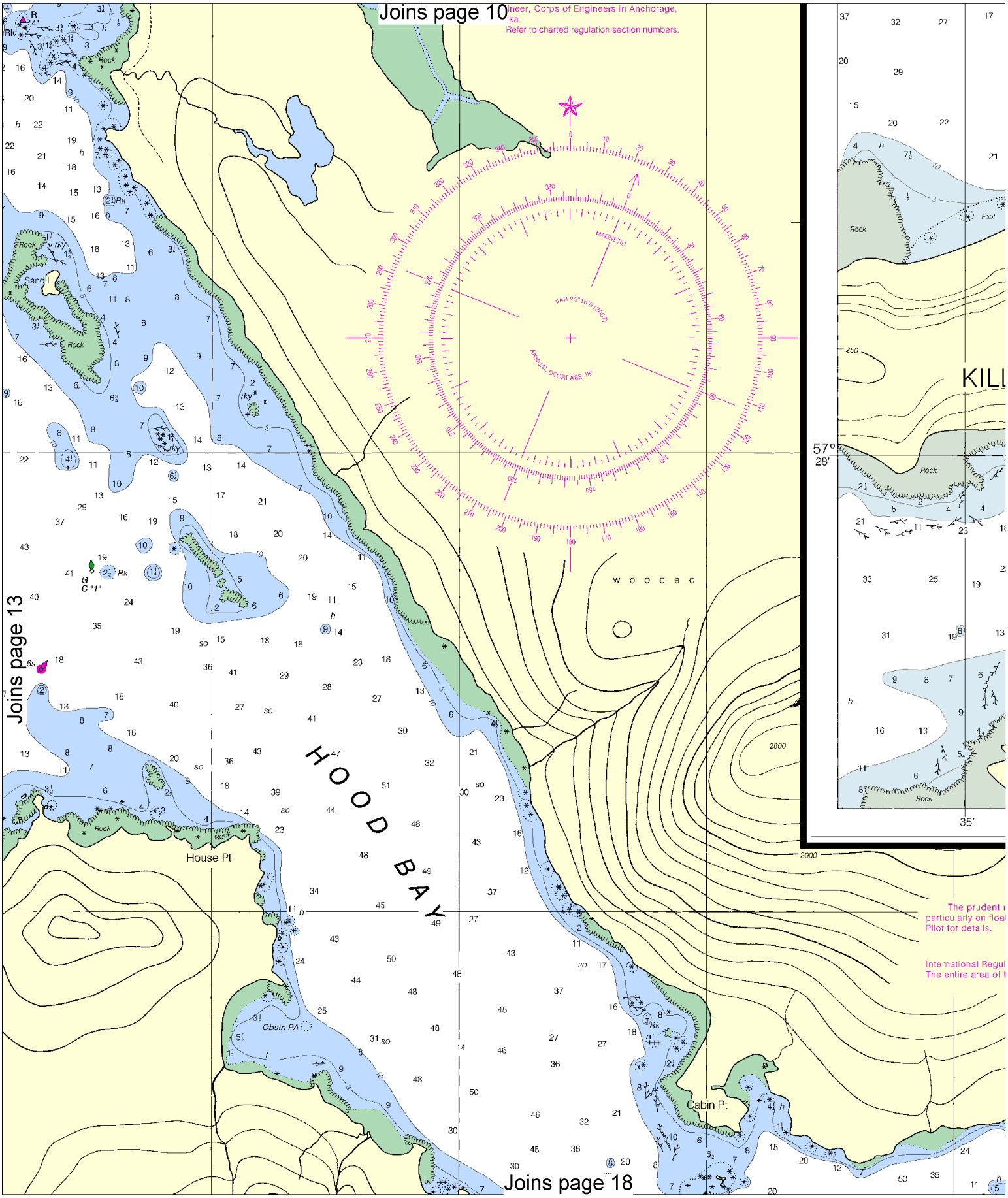
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.


Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.
Joins page 9
KILLISNOO ISLAND
Killisnoo
(abandoned)
Cable Area
Fl G 4s
16ft 4M "7"
Fl R 6s 32ft
Fl G 6s 23ft
R "2"
Fl R 2.5s
Table Island
Rock
Foul
Dols
Subm ruins
rky
57°
28'
35'
134°34'
Joins page 14
MAGNETIC
VAR 21°15'E (2007)
ANNUAL DECREASE 18'
wooded
2000
1000
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.
Cabin Pt
Hood Bay
(aband)
12 fathoms reported
Joins page 17



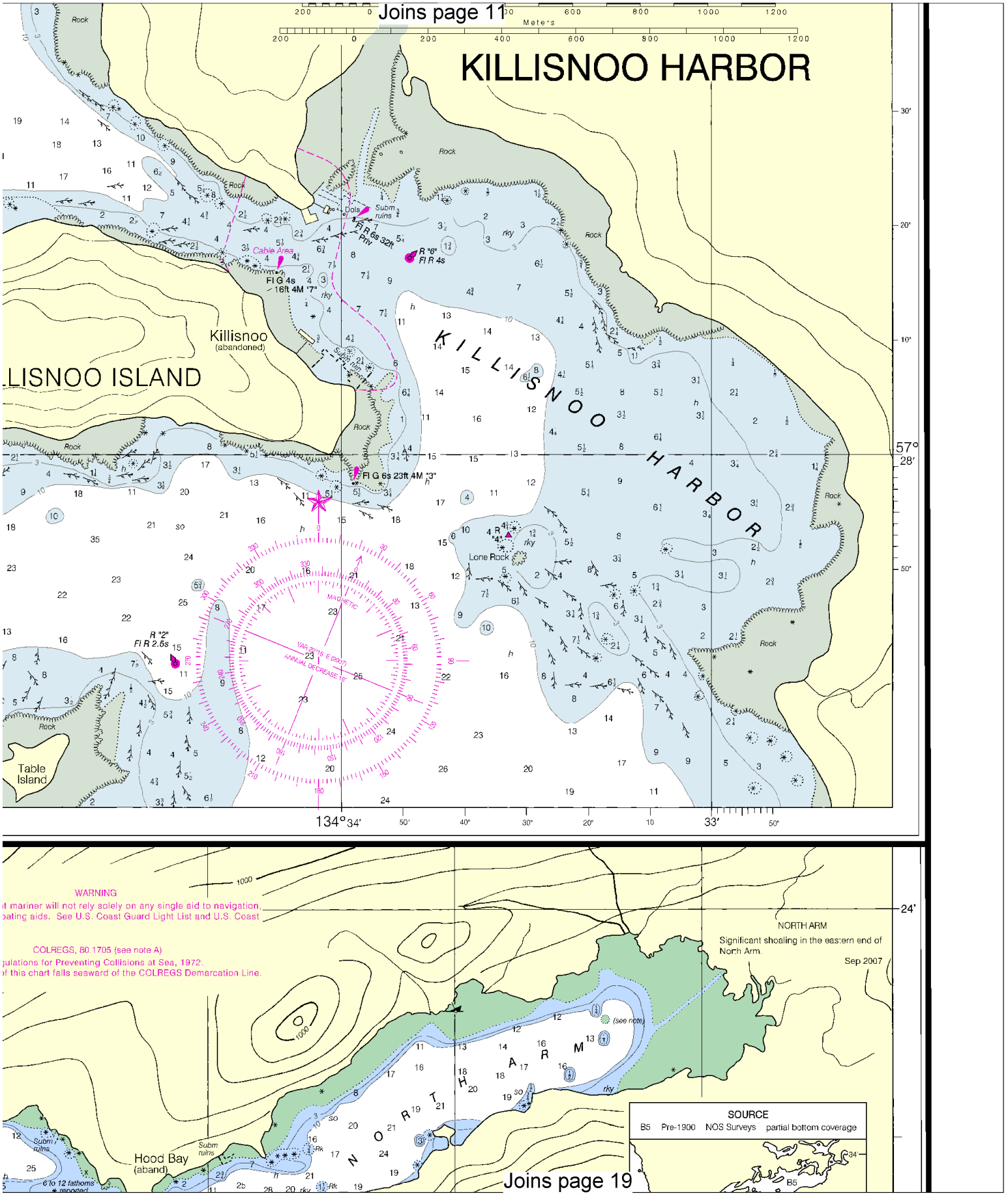
North

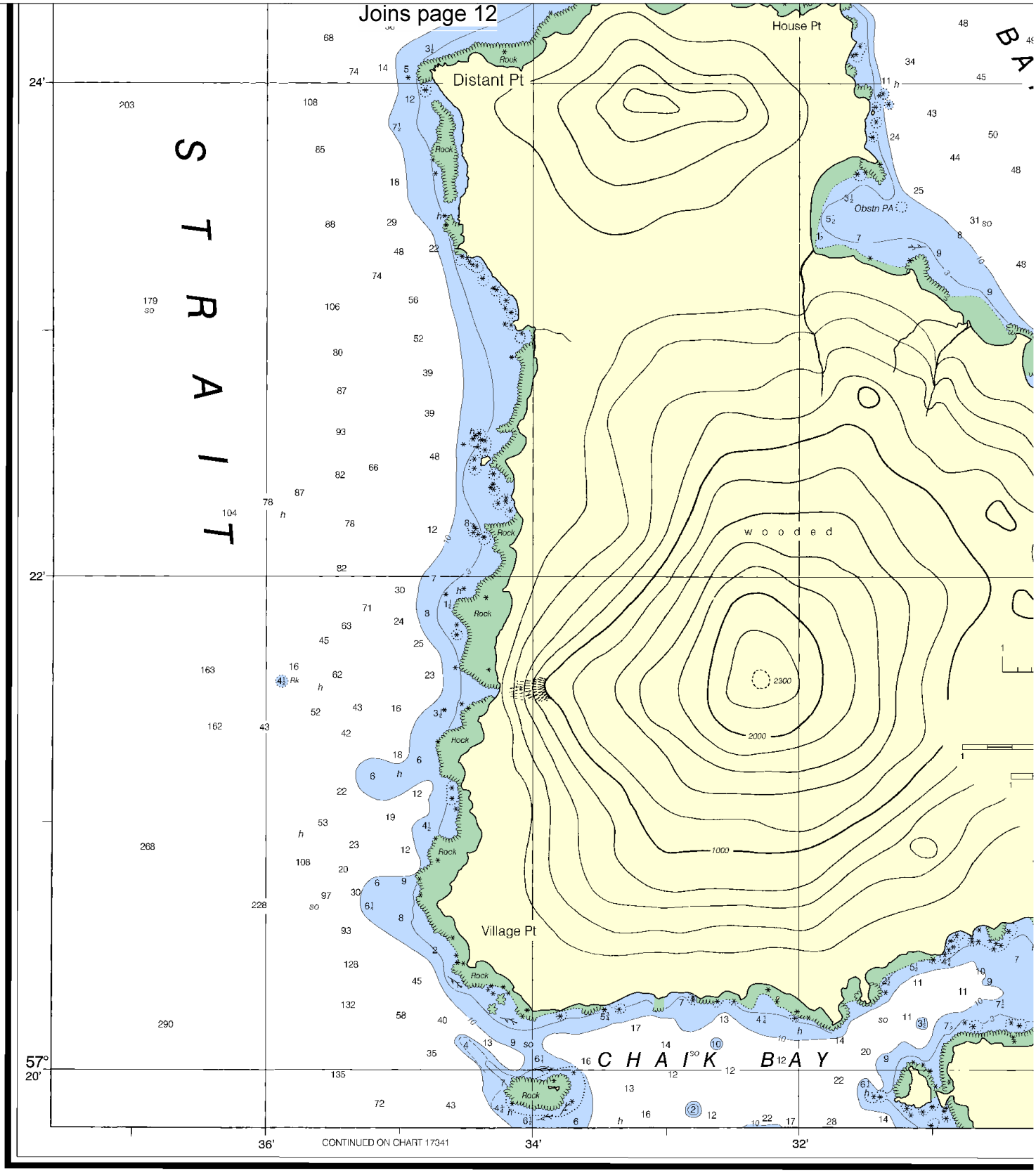
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.


Joins page 11
KILLISNOO HARBOR
Meters
Killisnoo
(abandoned)
LISNOO ISLAND
KILLISNOO HARBOR
Fl G 4s
16ft 4M "7"
Cable Area
Fl R 6s 32ft
R "6"
Fl R 4s
Fl G 6s 23ft 4M "3"
R "2"
Fl R 2.5s
R "4"
Lone Rock
Table
Island
MAGNETIC
VAR 20°15' E (2007)
ANNUAL DECREASE 18'
Rock
Dols
Subm ruins
rky
134°34'
33'
57°
28'
30'
20'
10'
50'
40"
30"
20"
10
50"
WARNING
t mariner will not rely solely on any single aid to navigation.
oating aids. See U.S. Coast Guard Light List and U.S. Coast
COLREGS, 80.1705 (see note A)
ulations for Preventing Collisions at Sea, 1972.
f this chart falls seaward of the COLREGS Demarcation Line.
NORTH ARM
Significant shoaling in the eastern end of
North Arm.
Sep 2007
(see note)
NORTH ARM
Hood Bay
(aband)
Subm ruins
6 to 12 fathoms
* reported
SOURCE
B5 Pre-1900 NOS Surveys partial bottom coverage
B5
Joins page 19
24'



12th Ed., Aug./07 ■ Corrected through NM Aug. 11/07
Corrected through LNM Jul. 31/07

17339

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FATH

16

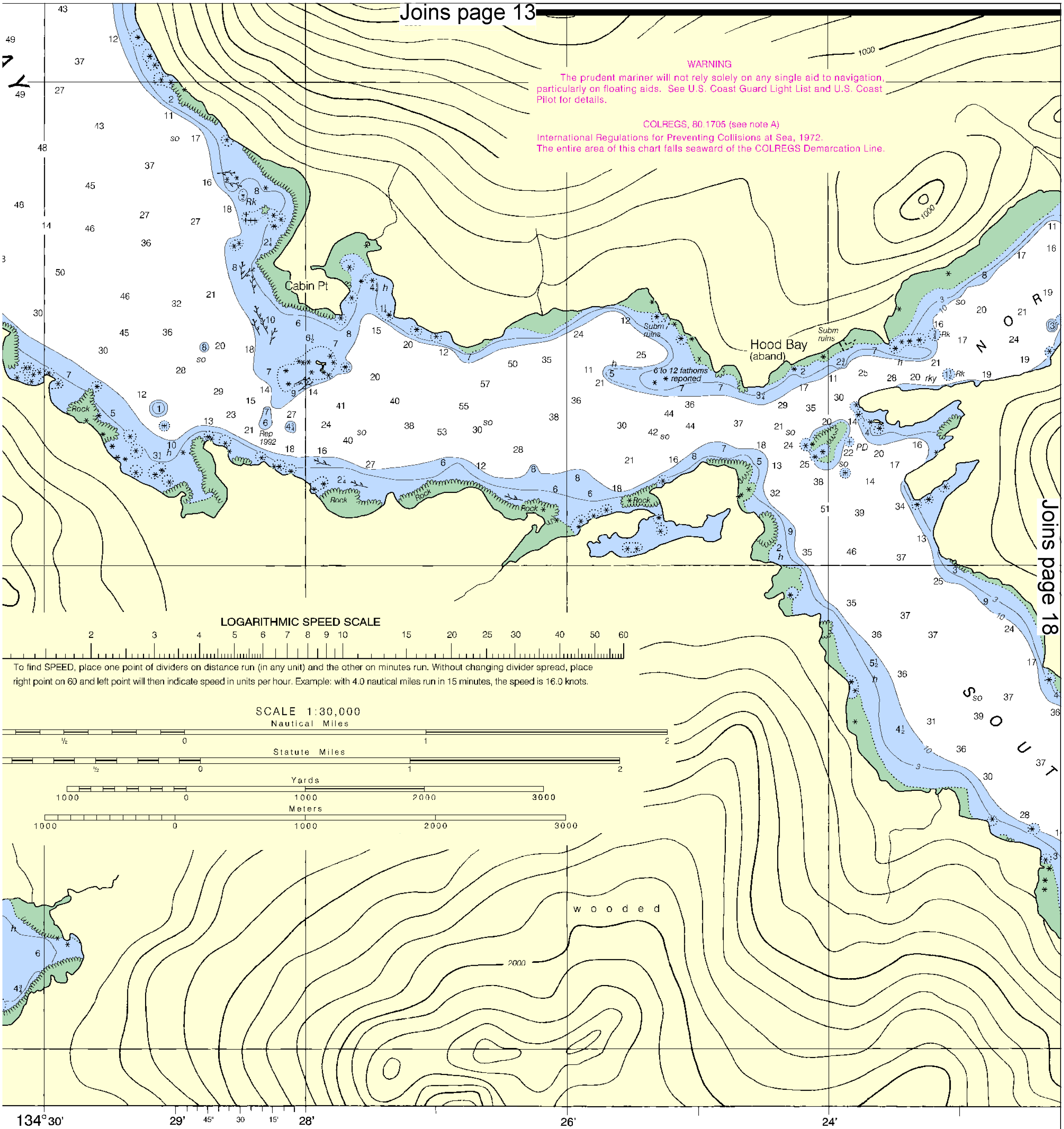
North

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.

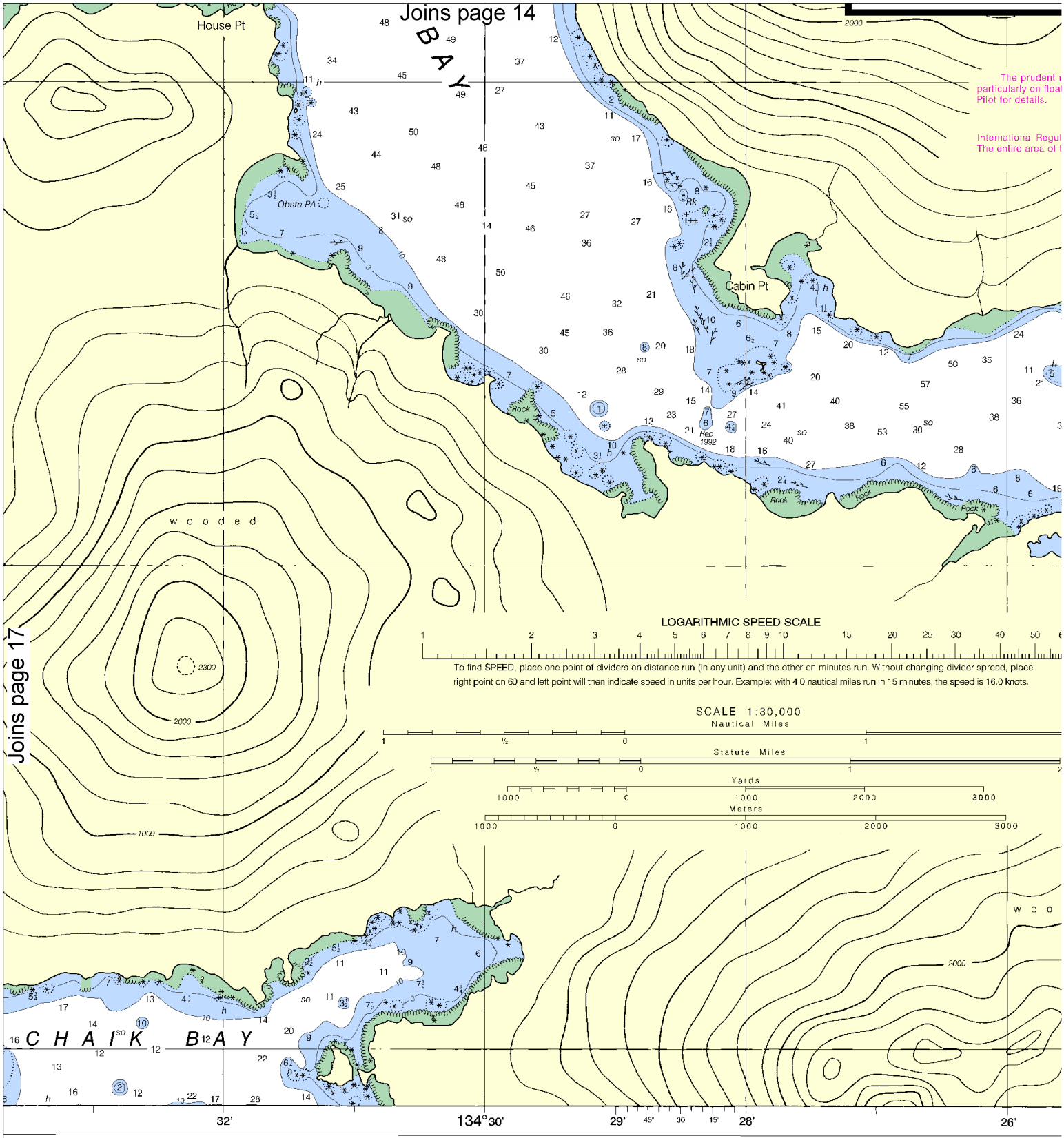


Joins page 13
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.
Cabin Pt
Hood Bay
(aband)
Subm ruins
6 to 12 fathoms reported
Rock
Rep 1992
Joins page 18
LOGARITHMIC SPEED SCALE
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.
SCALE 1:30,000
Nautical Miles
Statute Miles
Yards
Meters
wooded
134°30′
29′
28′
26′
24′

HOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30



SOUNDINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

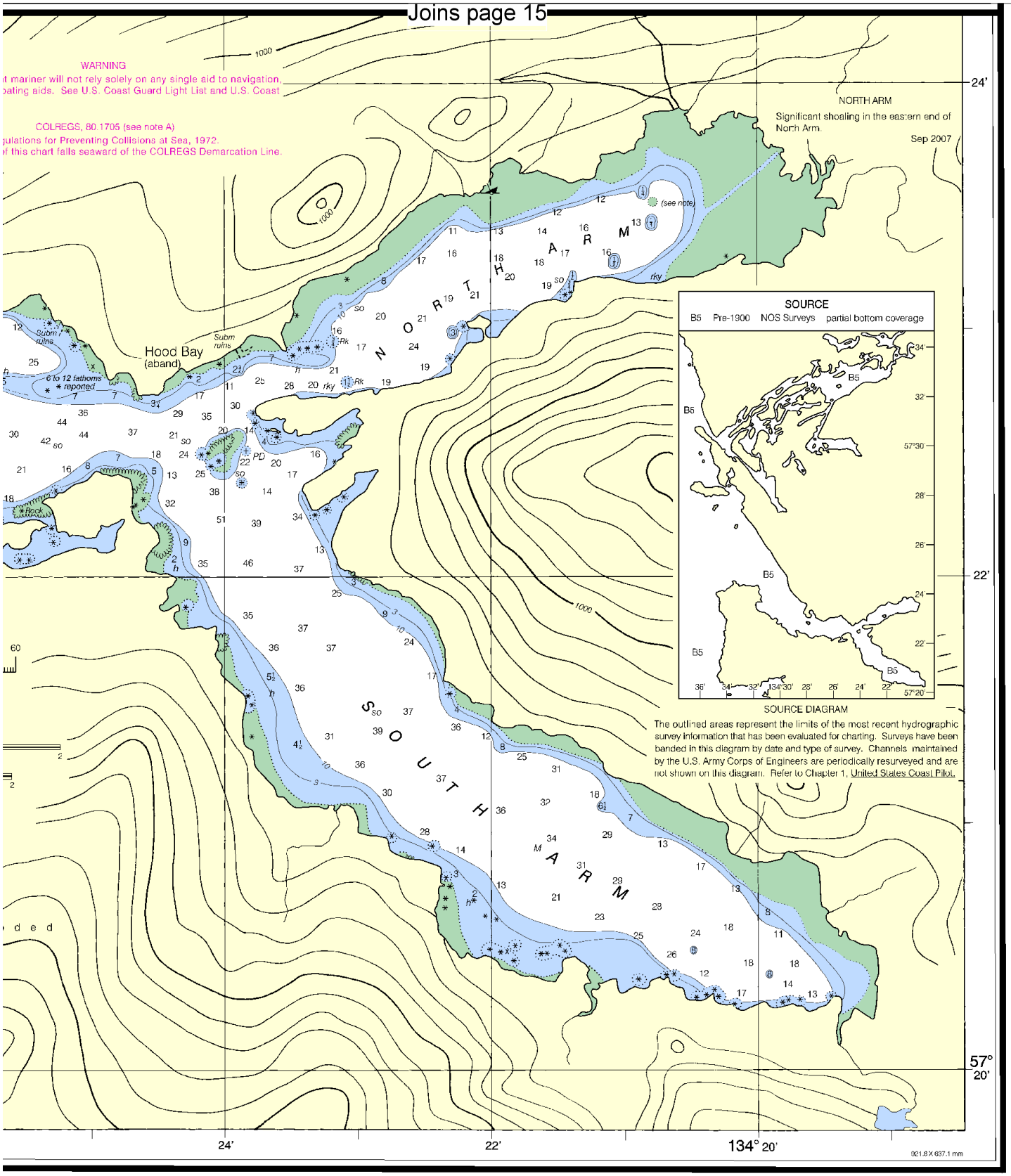
North

Printed at reduced scale.

~~SCALE 1:30,000~~
Nautical Miles
1 0 1 2
Yards
1000 0 1000 2000 3000

See Note on page 5.

Joins page 15



FATHOMS / FEET / METERS

Hood Bay and Kootznahoo Inlet, Alaska

SOUNDINGS IN FATHOMS - SCALE 1:30,000

17339

ED NO. 12

NSN 7642014011437

NGA REFERENCE NO. 17XHA17339

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

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Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.